NOTES IN THE PROVINCES.

The new bridge at Rochester, in a straight line with the high streets of Rochester and Strood, has been commenced. It is to be of iron, spanning the river in three arches, with the view of improving the navigation. Besides the old bridge itself, a great portion of the east side of Strood High-street, next the railway, is to be pulled down and a good approach formed.——A public meeting has been held at Sheffield to promote the erection of a monument to the late Ebenezer Elliot.——About 3,000*l.* out of 6,000*l.* have been realized for the erection of a second church (with 1,000 sittings, 694 free) at South Banbury.——It is intended to build new schools and a schoolhouse at Clifton, near Rugby, this spring, for the accommodation of 185 children. Mr. F. Wood, of Rugby, is the architect, and Mr. H. Haddon, of the same place, the builder: the estimated cost is 687*l.* 5s. The Rev. T. Moore, the rector, gives half an acre of ground for the site and playground. It is also proposed to build new parochial schools for the parish of St. Andrew, Rugby, for which the rector, the Rev. J. Moultrie, has offered half an acre of ground, and the parish voted 430*l.*, remaining from the sale of the workhouse.——A plan to enable parties in possession of steady incomes to purchase building ground for dwelling-houses, has been projected at Liverpool, the payments to extend over a series of years, apparently somewhat on the principle suggested for public and sanitary works, though in this case limited and modified to individual requirements. The erection of the dwelling itself, we presume, is meant to be paid for in shape of adequate rents for a term of years.——New schools have been erected at Northam.——The tender of Mr. George Gray, of Bridlington Quay, has been accepted for the erection of the Bridlington parsonage house. Six tenders were lodged.——A new hall is about to be erected at Sudbrook, near Ancaster, Lincolnshire, in the Elizabethan style. Mr. Goddard is architect, and the builders are Mr. Banin, of Metheringham, joiner, and Mr. Hudleston, stone-mason, Lincoln.——The new baths and washhouses at Trippet, Hull, were opened on Monday week. The portion already completed consists of second-class private baths, large swimming bath, and washhouses. The building is of brick, faced with stone. There are thirty-four private second-class baths: each bath is open at the roof, and the steam is carried off through a tower by a current of air admitted in front of the building. The men's plunge bath is 36 feet by 22½ feet, and twenty persons are admitted at one time. The washhouses consist of fifty-six compartments. The number of persons, says the *Packet*, who bathed gratuitously on Monday, from six A.M. to two P.M., was 922. On Tuesday, when the usual charges of the institution were made, the number of bathers was 392, and on Wednesday there were 350.——The directors of the Bury Mechanics' Institution and Athenæum are about to commence the erection of their intended mechanics' institution, Mr. Joshua Smerk having been appointed the architect. The cost is estimated at 4,000*l.*, about 2,500*l.* of which have already been provided or promised.——The Darlington Waterworks having been completed, the water was turned on on Wednesday in last week. The event was celebrated with bell-ringing, music, and feasting.——The little insignificant village of Springfield, which the really very respectable establishment of the Gretna Green Vulcan and Innkeeper, Mr. Linton, dignifies and adorns as the big house—once a private residence—has now a village workmen's library and reading-room, got up by the labouring classes themselves, though assisted by donations. In three weeks there were fifty subscribers and forty volumes, besides newspapers.——The *Scotsman* says that the demand for houses of all kinds in Edinburgh has recently been decidedly on the increase, and the building trade, which has been for many years comparatively dormant there (in consequence of previous speculative exhaustion) seems likely soon again to flourish.——The Waterford Town Council have agreed to apply 500*l.* towards baths and washhouses for the labouring classes there.——The parish church of St. Martin, West Drayton, is about to be restored, under the superintendence of Mr. Innes. The roofs will undergo a thorough repair; parapets will be built to the nave and aisles, the stonework made new throughout, and the flintwork re-faced. Internally, the sittings are to be re-arranged, the principal part being new, the walls coated with cement, and many alterations made to improve the appearance of the building. The works will be commenced immediately.

RAILWAY JOTTINGS.

Many of the labourers on the Great Northern line, near Peterborough, have been re-employed on the intended station at the Saxon Barn Farm, which also is to be rebuilt at a cost of 1,500*l.*——A girder bridge on the Manchester, Sheffield, and Lincolnshire line, at Gainsborough, snapped in the middle on Tuesday week, while an engine was passing it. The engine fell to the road below. The down train had passed over it only a quarter of an hour before. "Whether the accident arose from some defect in the casting of the girders," says a Sheffield paper, "or from a *change in the relative conditions of the molecules by the variation of temperature* remains to be ascertained,"—or whether both causes may not have concurred.——It is proposed to place an iron sculpture-cast of a colossal figure lately modelled by Mr. I. B. Leyland, of Halifax, on the Norman arch at the entrance of the Beacon-hill tunnel, near the Halifax station of the Lancashire and Yorkshire line. The figure was not designed for this special purpose: it is a colossal human figure in an intensely listening attitude.——"It was Liverpool and Manchester that opened the traffic on railways," says the *Liverpool Courier*. No, insists the *Gateshead Observer*, "the *Courier* is mistaken. Long before 20th November, 1824, the first rail of the first railway had been laid in *Stockton-upon-Tees*; and in 1825 the Stockton and Darlington Railway, which 'opened the traffic on railways,' was in operation."——A plate-layer on the Caledonian line has been charged, on the oath of the inspector of police to that company, with a contravention of the statute 5 and 6 Vict., cap. 55, in so far as he neglected to see that a red signal was placed 600 yards from the point where he had lifted or taken out a rail from part of the railway. The offence was proved in terms of the statute, and the offender fined in 1*l.*, as directed by the law.——Fares by rail from Shrewsbury to Wellington, eleven miles, are 6d. first-class, 3d. second-class, and third-class, 1d.!——Petitions are being presented by railway Companies to Parliament for a repeal of the Act 5 and 6 Vict., whereby a duty of 5 per cent. was imposed on all sums for conveyance of passengers. They set forth that, since the passing of the Act, railway revenues have been reduced by competition and by heavy assessments of another character; and that the remission of the duty would relieve the particular interest from a burden that does not attach to steam vessels or any other description of property.——An official notice of the competition of engineers for a locomotive, the most suitably constructed for conveying goods on the line about to be constructed over the Sommering Mountains, has been issued by Baron Lionel N. de Rothschild, on the part of the Austrian Government. Six prizes are offered, the first being 10,000*l.*, or 20,000 imperial ducats, and the other five respectively 5,000*l.*, 4,500*l.* 4,000*l.*, 3,500*l.*, and 3,000*l.* Plans and particulars may be had of the Austrian Consulate General, in New-court, St. Swithin's-lane.

Cambridge Architectural Society.—At a general meeting on Thursday, the 25th inst., a paper on York Minster was read by Mr. G. A. Lowndes; which was followed by one on the fonts of Cambridgeshire, by Mr. G. Rowe, St. John's College, Member of the Buckingham Architectural Society, illustrated by engravings. The Rev. the President gave notice that the society would meet at Fen Ditton Church, on the afternoon of Thursday, 2nd May, and the conversazione would be held the same evening, at 8 p.m., at the secretary's rooms, in Trinity College, the subject for consideration being the "Transitional Period from Norman to Early English."

Books.

A Plea for the Ancient Restoration of our Ancient Parish Churches. By G. G. Scott, Architect. J. H. Parker, London and Oxford.

This is a paper read before two architectural societies, and noticed by us at the time, to which have been added several short essays on connected subjects. Mr. Scott has so recently put before our readers his views on the subject of our ancient architecture, that we will say nothing more just now than this,—that those who desire to see a further development of these views will find it in this volume.

Ince's Outlines of General Knowledge, and *Outlines of English History*. Gilbert, Paternoster-row.

Both useful little books. The short chapter in the first, however, on architecture, which ignorantly sets forth amongst other things that we have amongst us six principal *styles*, the Tuscan, the Doric, the Ionic, the Corinthian, "the Roman or Composite," and the Gothic! should be re-written.

The Book of North Wales—Scenery, Antiquities, Highways and Byeways, Lakes, Streams, and Railways. By C. F. Cliffe. Longman and Co., 1850.

Mr. C. F. Cliffe has here turned out a very companionable fellow to his "Book of South Wales." In the midst of tour-exciting, though by no means inflated, descriptions of romantic scenery, only now (we may say) made accessible, by rail, the more matter of fact utilities of a working hand-book for every one are not forgotten; neither are the antiquities of this interesting region of the empire, although the less interesting are merely indicated: an attempt has been made indeed to embody the marrow of even those recent investigations which have shed so many important lights on Welch antiquity, and to these are added the accomplished compiler's own occasional observations. About two-thirds of the actual itinerary are devoted to the counties of Caernarvon and Merioneth. There is a map, said to be prepared with much care, by J. Dower, of Pentonville-hill, and illustrations are scattered throughout the volume.

Miscellanea.

North London School of Drawing and Modelling.—This school was opened on Wednesday evening, May 1st, at the large room, St. Mary's-terrace, Camden-town, when there were between 200 and 300 persons present. 150 students have already joined the school, and many more have expressed a wish to do so, but the committee, not having yet made arrangements for so large a number, have been obliged to refuse them for the present. Mr. Cave Thomas, the master, delivered a very excellent address, of which we should give some part but for the pressure on our columns. Mr. Seddon, Mr. Ford Maddox Brown, Mr. Joseph Wilks, and Mr. Warren, then addressed the meeting. Great credit is due to those who have brought this school into action, especially to Mr. Seddon, who it appears originated the scheme. It is in contemplation to open a class for females.

Improvements at Kensington.—*John Bull* says that the Commissioners of Woods and Forests are about to make a series of important improvements in this district. The houses in High-street, directly opposite the Queen's-road, newly formed, will be thrown down, and a road will be constructed therefrom into Brompton, so as to give direct communication from the latter place to Bayswater.

Roman Villa in England.—At a recent meeting of the Archæological Institute, Mr. Birch gave a description of the Roman villa recently excavated near Wakefield-lodge, on the property of the Duke of Grafton. This villa, which is square, and contains ten or eleven rooms, is situated about a quarter of a mile from the London-road, and was accidentally discovered by some labourers while digging for stone. On the east side there is a hypocaust extending under three of the rooms, and there is a pavement, 60 feet in length, composed of rough white tesseræ.

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